



## DE PALMA (US) 1905; 1916

1905 Ralph de Palma, New York City.

1916 De Palma Manufacturing Co., Detroit, Michigan.

The famous racing driver Ralph de Palma (1893–1956) made several attempts to enter car manufacture, but very few vehicles resulted. In 1905 he built two cars in New York to customers' specification, and in 1911 announced that he would build touring cars and roadsters, again to special order only. No details of these survive, but in 1916 he actually formed a company to produce aero engines and motorcars. These were racing cars, though it was announced that the company would build special speedsters for those who wanted cars of that type. Again, precise details are lacking, and probably production never reached double figures.

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## DE PONTAC (F) 1955–1960

Éts S.E.P.A., Bordeaux.

Several attempts were made to produce a sports car based on the Citroën 2CV chassis in the 1950s, but none was stranger than the Marquis Jean-Marie de Pontac's. First presented in 1955, it featured a very low open 3-piece body whose front and rear plastic sections were symmetrical and interchangeable; the central aluminium section formed part of the chassis; and the headlamps swivelled into position. Unusually the suspension employed pneumatic damping (i.e. a tyre was the damper!), while the engine could be a standard 425cc 2CV twin or an enlarged 500cc version with 26bhp. At the 1957 Paris Salon, an example was shown with an inlaid flower pattern on the bodywork, a curious Plexiglass hardtop and a Panhard 850cc engine.

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## DERAIN (US) 1908–1911

1908–1910 Simplex Manufacturing Co., Cleveland, Ohio.

1910–1911 Derain Motor Co., Cleveland, Ohio.

The Simplex company was founded by 20-year old Earl H. Sherbondy who planned initially to make 2-stroke engines rather than complete cars. At the 1908 Cleveland Auto Show, he exhibited a touring car simply to demonstrate his engine, but in August 1909 he announced that he would build a run of 25 30hp tourers to sell at \$4000 each. That seems to have been the extent of Derain car production.

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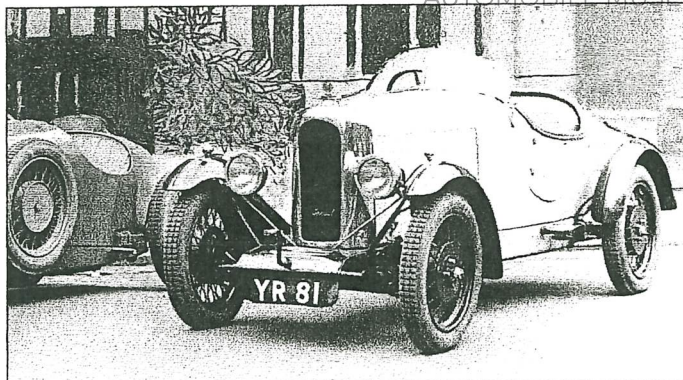
## DERBY (i) (F) 1921–1936

Éts B. Montet, Courbevoie, Seine; St Denis, Seine.

The Montet company was set up in 1912 by Bertrand Montet (1878–1928) and Georges Goett, and was engaged in general engineering. During World War I they specialised in tow hooks and couplings, and after the war dealt in ex-military Harley-Davidson motorcycles. When they decided to enter the cyclecar market, it was logical to use Harley engines. These were 998cc air-cooled V-twins (also used by RALLY in their first cars) driving through a 3-speed gearbox and shaft drive. Front suspension was by a transverse semi-elliptic spring, with semi-cantilevers at the rear. The body was a simple 2-seater, fronted by a handsome vee-radiator not unlike a miniature Bentley. The name Derby was chosen for its associations with the turf.

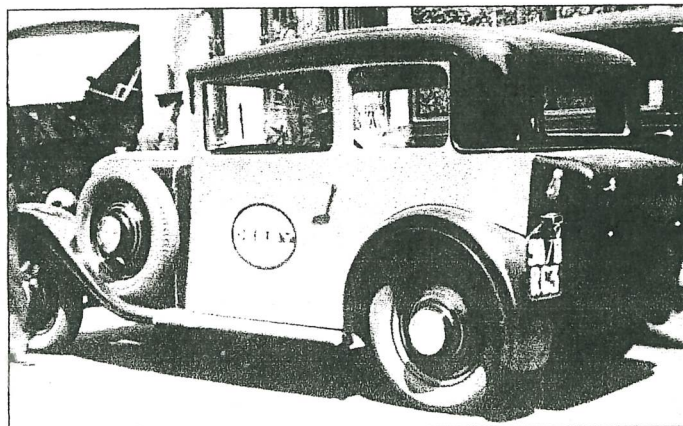
Alongside the V-twin at the 1921 Paris Salon was a racing model with 930cc 4-cylinder Chapuis-Dornier engine, and this pointed the way to future touring models. The Harley engine was carried on for one more season, joined for 1923 by several models using 4-cylinder Chapuis-Dornier engines, a 2-seater, a 3-seater and a *camionette voyageur* for commercial travellers. For 1924 the range was extended further, starting with a short-lived 2-seater powered by a 497cc single-cylinder 2-stroke engine and including a pointed-tail sports car, a 3-seater saloon and a delivery van. Engines were 961cc side-valve and 1097cc ohv fours. All were by Chapuis-Dornier, including the 2-stroke. Apart from the 2-stroke, these were continued without major change for 1925, although the sports model of the Chapuis-Dornier engine had three valves per cylinder, and a Cozette supercharger was available. Production was estimated at 50 per year in 1922–23, and 80 per year in 1924–25.

The Derby grew up in 1926; the tourers and saloon became larger, and on the sporting side there was a low 2-seater with cycle-type wings, similar in appearance to the Amilcar CGSS. As well as the Chapuis-Dorniers, engine options included



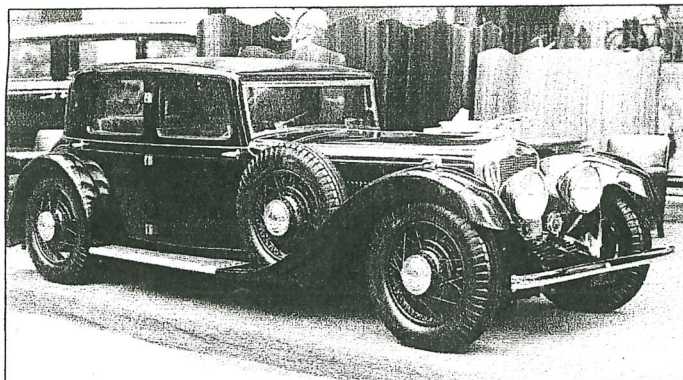
1927 Derby (i) 9hp sports models.

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1931 Derby (i) FWD 1100cc saloon.

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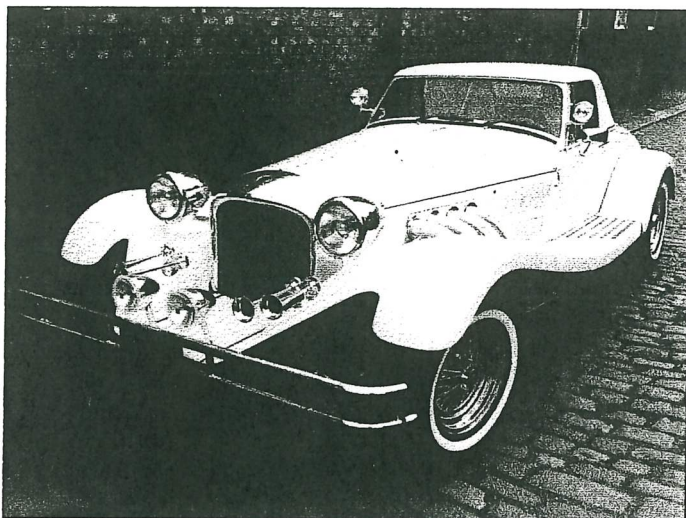
1933 Derby (i) 2-litre V8 saloon.

MICHAEL WORTHINGTON-WILLIAMS

a 1096cc S.C.A.P. and a 1097cc Ruby; both ohv units. With supercharger the S.C.A.P. gave 40bhp. Six-cylinder C.I.M.E. engines of 1200 and 1300cc were available in 1928. These were side-valve units, but had false ohv covers. Capacity of the C.I.M.E. six was increased to 1655cc for 1929 and to 1847cc for 1931. Some very handsome 4-seater torpedo, cabriolet and closed-coupé bodies were offered at this time, as well as low-slung sports and racing models. Derby production peaked at about 200 cars in 1925, but was down to around 100 a year from 1928 to 1931. Foreign involvement included licence assembly in Italy under the name Fadini during 1924–26, while both 4- and 6-cylinder models were sold in England under the name Vernon-Derby from 1927 to 1930. Although entirely French in manufacture, they carried the Vernon-Derby name on their radiators.

In 1930, following the death of Bertrand Montet two years earlier, Derby came under the control of English capital, with the racing drivers Douglas Hawkes and Gwenda Stewart in prominent positions. Design was headed by





1980 Desande roadster.

NICK BALDWIN

Étienne Lepicard (1891–1972) who came from Donnet, and who had built, on his own account, a prototype front-wheel drive V8 in 1929. Hawkes was attracted by this design, and in 1931 launched a front-drive Derby, though not, at first, with the V8 engine. Instead it was powered by a 1097cc 4-cylinder Ruby engine which, together with the drive unit, could be detached from the rest of the chassis. Three body styles were listed, and shown at the 1931 Salon, a saloon, a coupé and a roadster, all three being made by Macquet et Galvier of Courbevoie. A Chapron-bodied cabriolet was shown at the 1932 Salon. About 200 of these Derbys, called the L2 model, were made in 1931 and 1932 and about 50 in 1933 and 1934. Some were made with 1496cc Meadows 4ED engines, but these were not catalogued in France, and were probably assembled by Douglas Hawkes at his Brooklands workshops. Few were made, possibly no more than six, plus a forward-control delivery van.

At the 1933 Salon appeared the last Derby, which fulfilled Lepicard's ambition as it was a front-wheel drive V8. The engine was greatly altered from his 1929 prototype, with bigger bore and shorter stroke, giving a capacity of 1992cc. It had side inlet and overhead exhaust valves and developed 75bhp when announced, and this was raised to 85bhp after May 1934. Some very handsome long and low bodies featured in the catalogue, a 4-door saloon, 2-door cabriolet and roadster, all built by Duval as Macquet et Galvier had gone out of business. A handful of one-off coachwork was made such as a coupé by Labourdette and a 4-door saloon by Abbott of Farnham, Surrey. Probably the last V8 was bodied as a drophead coupé by Antem in 1936. A production run of 100 V8s was planned, but fewer were actually made. Serge Pozzoli thinks no more than 20. After the end of car production, George Goett concentrated on the towing hitch side of the business, which survived at least into the 1980s.

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**DERBY (ii) (CDN) 1924–1927**

Derby Motorcars Ltd, Winnipeg, Manitoba and Saskatoon, Saskatchewan. When the WINNIPEG company failed in 1923, its vice-president, Louis Arsenault tried to market another car in the prairie city, but this time he chose to sell rather than manufacture. The last Winnipeg had been based on the DAVIS (i), and Arsenault continued the connection by importing the Davis, changing the nameplate to Derby, and adding Derby-labelled tyre covers. Sedan, tourer and roadster models were offered, all with the Davis' Continental 6-cylinder engine. Records indicate that no more than 31 Derbys were sold. Arsenault's office was originally in Winnipeg, then in Saskatoon, while conversion of the cars took place in the former Marshall tractor plant in Saskatoon.

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**DER DESSAUER (D) 1912–1913**

Anhaltische Automobil-und Motorenfabrik AG, Dessau.

This firm was a continuation of the MWD (Motor-Werke Dessau). The 2.1-litre 8/22hp model was continued, with power increased to 24hp. The quality was

quite acceptable, but financial problems forced the car less than two years.

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**DEREK (GB) 1925–1926**

Derek Motors Ltd, West Norwood, London.

The Derek was an undistinguished light car made in 1925/26 using a 1018cc side-valve Chapuis Dornier 1247cc ohv Meadows. Both had 3-speed gearboxes, 3-quarter-elliptic suspension all round. Production was

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**DE RIANCEY (F) 1899–c.1901**

Sté des Automobiles de Riancey, Levallois-Perret, Seine

This was a very light car on the lines of the PARISIENNE with air-cooled 2-cylinder engine mounted on a centre also drove. The complete engine and transmission turned

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**DE SALVERT (F) 1904–1906**

Perrier et Compagnie, Paris.

This was a large car of conventional design, powered by a 2-

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**DESANDE (GB/B) 1979–c.1984**

Desande Automobielen, Hulst.

The neo-classic Desande Roadster was a joint Belgian based on a Ford Thunderbird chassis, incorporating the wheelbase, box section frame, all-coil suspension. For power, Cruise-O-Matic transmission. Later examples with Impala station wagon chassis and had GM 5.0-litre V8 aluminium body was built by London-based Grand Pri made DEETYPÉ bodies) and there was an optional hard

covered leather trim, electric reclining seats, air conditioning

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**DESBERON (US) 1901–1904**

Desberon Motor Car Co., New York City; New Rochelle

The first Desberon was a neat-looking runabout powered by a De Dion-Bouton-type bonnet, with side seats and a precarious-looking 'spider' seat behind was a much larger car, with 30/36hp 4-cylinder engine and internal-combustion-engined trucks were also made

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**DESCHAMPS (F) 1913**

Deschamps et Compagnie, Paris.

This was a light cyclecar powered by a 638cc single-cylinder being by a 3-speed gearbox and shaft drive. A 2-seater with

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**DE SCHAUM (US) 1908–1909**

De Schaum Motor Syndicate Co., Buffalo, New York.

The man behind this car was born William Andrew S during the move from his native Baltimore to Buffalo aristocratic De Schaum. The car he promoted was a high 2-cylinder engine, friction transmission and chain drive. were quoted, from 10 to 20hp, as were six different cars were marketed under the name Seven Little Buffalo sales, which did not exceed 36. In 1910 De Schaum made the SUBURBAN car, but this was even less successful than

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**DESGOUTTES see COTTIN-DESGOUTTES****DESHAIS (F) 1950–1952**

Automobiles Deshais, Paris.